

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8812

第七十八年二號

TUESDAY, SEPTEMBER 20, 1910.

二拜禮 號十二月九年亥癸

535 PER ANNUM
SINGLE COPY 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS \$11,000,000

STERLING \$1,000,000

RESERVE LIABILITY OF PROPERTIES \$1,000,000

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Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rates & by

obtained on application.

INTEREST on deposits allowed at 2 1/2 per

cent per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION

N. J. STABB,

Acting Chief Manager.

Hongkong, 28th July, 1910.

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Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES

named—

FOR STEAMERS TO SAIL ON

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Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND

THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 19th September.

8.00 A.M. HONGKONG 8.00 A.M. HONGKONG

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Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1842.

WINE AND SPIRIT MERCHANTS.

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s
BULL DOG
BRAND
GUINNESS' STOUT
in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS

Hongkong, 7th July, 1910

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$8 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per annum, proportional.

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The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTHS.

On September 13, 1910, to Mr. and Mrs. F. Almeida, 1, P. O. 4, 222.

On July 11, 1910, at 141-10, Shenai, to Dr. and Mrs. Charter, of the English Baptist Mission—a daughter. (Dorothy Ellen).

MARRIAGE.

On September 9, 1910, the marriage of Miss Betty Abramson and Mr. Hamdon Butler was solemnized at the residence of the bride's sister, Mrs. George Collamore, Tientsin, China.

DEATHS.

On September 16th, 1910, CARLOS RODRIGO TERCEIRO DA SILVA, late of Post Office, aged 39 years. Shanghai papers please copy.

On September 16, 1910, at Shanghai, Emma Elsie, the beloved wife of A. G. Merrill, 1, M. Customs, aged 50 years.

On September 14, 1910, at Shanghai, Dorothy, aged one year and seven months, beloved daughter of Mr. and Mrs. J. C. Macdonald.

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collapse, many others occurred in various parts of China; so much so, that the Public Works Department underwent a pretty thorough alternative process in its lower grades of officials and a new Public Health and Buildings Ordinance was formulated for presentation to the Legislative Council with a view to a consolidation of the heterogeneous mass of small Bills that went to make up the laws on the subject and to ensure a unification that had not previously existed. Of course the Government was compelled to do something, for the popular outcry was so bitter against them in allowing such a state of affairs to exist that it was ventilated not only in every newspaper in the East but in leading English journals as well and Hongkong found her fair fame enshrouded in a mantle of shame for her failure to enact building laws that would suffice to her needs and to the safety of the lives and limbs of her inhabitants. At that time, certainly, it did appear as though our Colonial Government were about to make a desperate effort to recover their lost ground in the estimation of residents both at home and abroad; but, apparently, the mountain hath brought forth a mole. For, have we not had, within the past few weeks, two most terrible cases of building collapses attended, unhappily, by a lamentable death-roll. As far back as 1902, the Director of Public Works, in submitting his annual report to the Government, said that an unsatisfactory feature of the year had been the large number of collapses of buildings, which had occurred, many of the buildings involved being new or nearly so. In several cases, those collapses were attended with considerable loss of life. At that period the new Public Health and Buildings Ordinance was under consideration by the Council, so with a view of preventing a recurrence of these disasters in future numerous provisions supposed to be effective were inserted in the Bill. *Inter alia*, the new provisions were to provide for a substantial increase in the thickness of walls and the building of certain portions in cement mortar, the insertion of tie-rods in unsupported external walls of considerable length, the prohibition of persons practising as architects unless authorised by the Governor in Council to do so, and the imposition of increased responsibilities upon architects. But have all these provisions been faithfully carried out to the letter and in the spirit? If so, how is it that at the present moment the Colony is lamenting two of the most awesome collapses that have ever occurred in the Colony's history. This forenoon we saw the dreadful spectacle of the dead body of one of the victims in the Morrison Street disaster being exhumed from that horrible ruin with his skull smashed flat. And that poor fellow was only one of many. There are still other bodies under the wreck. The whole surrounding atmosphere reeks with stench enough to breed a pestilence. Every one engaged in the work of clearing away the debris is working as hard as possible but it will be days yet before a clearance can be effected. In the meantime, at any rate to the unpractised eye, there seems imminent danger of other collapses ensuing, for the neighbouring houses which confront the gap appear to be as liable to sudden collapse as the others must have been, judging from the rickety walls, the rotten bricks and mud-mortar which their fall has left to the gaze of any who care to look. It is true that one of the houses adjoining the fallen tenements had already been condemned by the Public Works Department, but it seems strange that the same precautions had not been taken in the case of the contiguous houses for they appear to be all of the same class of building in that immediate neighbourhood. And just about one hundred yards away in Jervois Street, we have the spectacle of another uncleaned collapse in which seven men lost their lives. The official inquiry into the cause of their deaths is now proceeding. Such sights as these cannot but make one feel that some strong measures are necessary to bring our building laws up to such a standard as to make those fearful, recurrent disasters impossible. Property owners are to be heard even at our public boards, bemoaning the restricted building regulations under which they labour. Rather than that such calamities as those recounted should recur, the laws might well be restricted twofold.

A BARBAROUS PRACTICE.

The Chief Justice, Sir Francis Pigott, is so distinguished as an individual, and occupies so lofty a station, that any public comment on the matter or the form of his judicial decisions should be conceived in the spirit and expressed in the phraseology which all responsible civilized and cultured men consider appropriate when referring to those high placed dignitaries in whom is vested the majesty of the British Law. No utterance of ours could possibly add to or detract from the gravity of a pronouncement made by the Full Court of this or of any other Colony. But it may be our duty, we feel to be the duty of the Press, to give the widest publicity to certain judicial decisions which affect the most precious of man's rights, his liberty, and

however humbly, to explain their purport and propagate their teaching. His Lordship the Chief Justice has with cutting scorn stigmatised a form of torture sanctioned by the almost medieval laws which are in this Colony, in the words of Sir Francis, "a relic of the dim ages of jurisprudence." This practice, briefly amounts to this: A creditor resident here may have his debtor arrested and put into prison before any case has been heard in Court, and kept there unless he put up security sufficient to answer the judgment that might be given against him when the case should have been tried in the future. An actual instance occurred some years ago. A gentleman residing in a Coast Port was suddenly forced by urgent affairs and his wife's state of health, to take short leave and proceed to Europe immediately. He had a few accounts with Hongkong tradesmen, and wrote to those of the latter whom he could not pay at once in full that on his return in a few months he would satisfy them. No one objected, and his horror and distress were beyond words when he found himself arrested on the deck of the steamer in which he and his wife had taken their passage, and which was to sail the following day. A cruel aggravation of his trouble was that the tradesman (Mr. A.), glad to say he and his business had ceased to exist had claimed more than four times the real amount due. Of course, in time, and with the aid of a lawyer, and after infinite difficulty and delay, he would have been able to satisfy the Court that he only owed a quarter of the sum claimed. He would have had to get all his luggage out of the steamer's hold, and have lost his passage, and have had endless trouble. The receipts and bills, etc. referring to his Hongkong transactions were all stowed away in a packing case which had been warehoused in the Coast Port. With infinite annoyance and difficulty and long delay he would have had to get this case down to Hongkong, and unpack it. In the meantime the delay would have been fatal to his interests at home, for which he had been forced to undertake the journey, and his wife would have been obliged to go to a hospital upon the Peak, which would have involved heavy expense. In every way this unfortunate gentleman was faced with disaster. His few Hongkong friends were at home, except one who, by utter good luck—that kind of luck which some people recognise as Heaven's answer to a cry of anguish—happened by a chance which can only be described as an apparently miraculous coincidence to meet him just as he was being taken to prison. The friend had unexpectedly returned that very day to Hongkong from a visit to America, which had been cut short by six months, under circumstances foreign to the case we are considering. Being a lawyer, and a very stern fighter, he managed to suppress that "unscrupulous plaintiff" for the time being, and to enable the nearly distraught debtor and his wife to continue their journey. His Lordship speaks feelingly of his impressions of this sort of thing when he first came to Hongkong. He says that considering "the capacity for torture which that procedure contained, it would surprise no one to hear that, being greatly shocked on his arrival, he tried to put it in more civilised shape." With deep respect we venture to express our appreciation of His Lordship's activity in this matter, and we trust that we shall not be misunderstood if we candidly declare our regret that he is unable to do more. It is for the legislature to take to heart the weighty and indignant terms in which this "barbarous practice" has been condemned by the Chief Justice of this Colony. We cannot but regret the spirit in which some frivolous minds regard the sufferings and dangers to their neighbours are subjected. We quote from His Lordship's speech: "A stranger passing through the Colony, making a temporary sojourn, between two steamers," was not only liable to spend some of it in jail, but might have his journey postponed and his temporary sojourn unduly prolonged. (Laughter.) We wonder who laughed. His Lordship's words do not seem to us to contain any comic idea, whatever. On the contrary, they express the danger which a stranger and sojourner may run by being so imprudent as to risk his person and his liberty to the doubtful law of Hongkong by venturing to land here while indebted for some small amount to a vindictive creditor. Those who can see anything in this to laugh at must surely remember in mind the deplorable person who is to be found in all establishments for the mentally deranged who giggles all day at nothing and everything. Or worse still—they resemble those unhappy spirits who were believed by the ancients to be doomed to an immortality of hatred for Humanity so intense that amid the torments of their Hell it was only the contemplation of the calamities and sufferings of mankind that could excite their mocking laughter. Moreover, it is written that "the laughter of a fool is like the crackling of thorns under a pot." Sir Francis Pigott's enlightened and enlightened interpretation of the law should excite the gratitude and approbation of every law-abiding and rational citizen.

LOCAL AND GENERAL.

The English Mail of the 20th August was delivered to London on 19th inst.

MANILA was declared an infected port by the Officer Administrator, the Government in Council yesterday.

THERE will be a band performance at the Belle View Hotel on Wednesday, 21st inst., commencing at 9 p.m.

The Italian Consul-General in Hongkong has been instructed telegraphically to contradict officially all unfounded rumours about the existence of cholera in Naples.

A GROWING agitation is reported in Germany in consequence of the meat famine, which is attributed to the tariff. A congress of municipal corporations is projected with the view of urging Government to open the frontiers.

FROM Baden—Aden it is reported that the ship Zepherus, turned over in its shed in consequence of an explosion of petrol in the car. Several of the crew were found to be suffering from burns.

TOWKAY Yook Pak Keng, of the Uganfa Rubber Estates at Klang, which in the last seven months had an output of 6,330 lbs. of rubber, reports that a Singapore syndicate had offered \$24,000 for the estate last month.

EXHIBITION of red rice for polished rice at the Cotton Leper Colony has resulted in the absolute extermination of the disease of leprosy, formerly seemingly impossible of eradication at the leper island, according to the quarterly report of the director of leprosy.

TELEGRAMS from Washington state that Mr. Marshall, United States Charge d'Affaires at Panama, has been recalled, apparently owing to an interview in which he said that if Vice-President Mendez were elected, President of Panama, the United States would be compelled to occupy or to annex the country.

It was reported at Shanghai that the steamer *Protea* is now lying in a much more favourable position and probably she will be got off the bank on which she is stranded in the next few days. The *Hens Fang*, which has been chartered from the Kachien Towboat and Transportation Co. by the New Engineering and Shipbuilding Works, who are doing the salvaging, has been able to pull round the bow of the *Protea* and the now lies nearly two miles from where she was formerly.

FIERCE indignation marked the proceeding at an extraordinary meeting of the Rubber Planters' Association at Saigon, on August 27. The meeting was called in consequence of a newspaper there, which catered for native readers, containing an article stirring up the people to kill all rubber planters on lands alleged to be grabbed by planters. The journalist in question was denounced in no measured terms, and a resolution was passed calling upon the government to punish the offender for this call to crime.

SENSATIONAL Customs clearance is reported from Saigon, a Chinaman, who had just arrived by mail from Singapore, tried to pass some packages as containing preserved pineapples. The weight of the packages aroused suspicion. They were opened, eight in number, and found to contain jewellery and gold leaf valued at \$30,000. They were seized. Shortly afterwards news came of a big jewel robbery at Singapore. The Saigon police think that this has some connection with the attempt at smuggling.

THE MORRISON STREET COLLAPSE.

RECOVERING THE BODIES.

Last night still another dead body was exhumed from the ruins of the Morrison Street building collapse. To-day, again, a numerous gang of coolies was engaged in clearing away the rubbish and endeavouring to get out the several dead who are still believed to be lying under the collapse. This forenoon, while another body was got out from the floor of No. 13 house. When brought out, the body was not identifiable except by the clothing clinging to the battered remains, for his skull was smashed flat, and if there is any consolation in the manner of his death it must be found in that he died calmly and peacefully and without lasting pain.

This makes up the sum of deaths to seven in all. In the same apartment from which this last body was exhumed it is believed that there lies also the corpse of his brother, whilst another brother's body had already been taken out. The fourth and surviving brother, when called upon to-day to identify the remains was so overcome that he could hardly see to do so. The corpse was removed to the mortuary under the directions of Inspector Cameron.

In the meantime the work of clearing away the wreckage is being pushed forward with all dispatch, but it will be four or five days yet before the great mass can be removed.

HOCKEY.

The hockey season is fast approaching, with the advent of cooler weather, and the different clubs in the Colony are organising their teams. Interest in the game this season promises to become even more keen than that in previous years. At present the Y.M.C.A. is forming a hockey club. A strong team will probably be put up by them.

The Boys Own Club Six-a-Side Competition for the "David's Shield" will most probably take place next week.

The Queens' College Hockey Club will play their season's first match against the H.K.S. B.C.A. tomorrow afternoon at 3 p.m. in the latter's ground on the Kowloon side. A fine game is expected.

ALLEGED WILFUL MURDER.

A CATTLE DRIVER'S DEATH.

Before the Chief Justice, Sir Francis Pigott, at the Criminal Sessions this morning, Wang Hing was indicted on a charge of wilful murder at Sha' Li Pui on the 15th July last. Hing, Mr. W. Rees-Davies, Attorney-General, instructed by Mr. H. L. Dennis, Sr., from the Crown Solicitor's office, appeared for the prosecution and Mr. Eldon Potter, instructed by Mr. Leo d'Almeida, was for the defendant. Prisoner entered a plea of not guilty.

The following was the jury—Messrs. J. Ross (Foreman), M. W. Mark, M. J. Duggan, E. J. de Silva Loureiro, F. B. Wood, A. Lopes and F. C. Graft.

The Attorney-General stated that prisoner appeared on a charge of wilful murder. He was formerly a cattle-driver and lived at Sam Chui, in Chinese territory. The deceased man was also a cattle-driver. It appeared from the evidence of Jecias, d's brother, that the deceased left a pile of cattle called Kong Ha, near Sam Chui, at 7 o'clock on the night in question, driving a buffalo and cart. The man left Kong Ha quite alone. On the way he met a man driving a buffalo and a calf in the same direction. The man was afterwards seen at Shatin. Deceased went to a tea-house and while there prisoner and another man entered the tea-house.

The deceased was seen to leave the tea-house at half-past seven with his buffalo and cart and proceed in the direction of Kowloon. Prisoner and the other man left ten minutes later and at the time were not accompanied by any animals. Nothing more was seen of the deceased until 3 p.m. on the following day, when Mr. Broadbent, of the Kowloon Waterworks, found the dead body of a Chinese male in the reservoir. Some articles were found near the body but they were not all alleged to have belonged to deceased. Some of them at all events were attached to the finding of the articles. Mr. Broadbent saw traces of blood stains on the bank, which showed that the body was dragged from the bank to the reservoir. The prisoner was next seen at the Sham-shui-pu cattle-depôt, between one and two on the morning of the 17th July with a buffalo and calf. He inquired the price of some cattle and then left. It seemed to him an extraordinary thing that a man should be asking the price of cattle at that hour of the morning but he was told that the practice was quite common among the villagers. A heifer was subsequently purchased. The Crown's case was the identification of the buffalo and the identification of the heifer calf. The evidence was purely what was legally known as circumstantial. There was no direct evidence to show that prisoner had a hand in the murder. The jury's verdict would be subject to his Lordship's directions. If the circumstances attending the murder led them to believe that they would be justified in finding prisoner guilty of the offence alleged against prisoner then their verdict must be one of murder; otherwise prisoner was entitled to an acquittal.

After hearing Counsel's addresses and His Lordship's summing up, the jury returned a unanimous verdict of not guilty. Prisoner was accordingly discharged.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

HONGKONG HOUSES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR—An observant mind temporarily located in the Colony for the past fifteen months always questions the propriety of how in the name of gravitation some of the houses in the city of Victoria stand! How human folly, with its far and deeply concentrated search for propensities remains in utter submission to fate. How we who pretend to govern the elements, are so meanly deficient in understanding our wretched plight while travelling in this short life! A four-storied house—on a sloping ground scarcely 8' x 10'—really answers the object of economy, utility and hygiene but how is shall have to stand? Neither architect nor contractor, nor the P.W. Department care to answer. All that could be said with all deference to those whose duty it is to serve the public interest is that they appear perfectly justified in allowing about 20% of the houses in Victoria to stand even though they are utterly unfit for human habitation. Why? Because—

Some, kneel to the East and others to the West!

Some show weak posteriority, but very bold brass!

But all unto fate his to resign!

Who is in beauty and flesh they pleasantly shine—Yours etc.

HONGKONG, 20th September.

AN EX-LC.

MOTION FOR LEAVE TO APPEAL.

COUNSEL'S OBJECTION OVER-ruled.

Before the Chief Justice, Sir Francis Pigott, and Mr. Justice Harland, Acting Puisne Judge, sitting at a Full Court this morning, Mr. Eldon Potter moved a motion for leave to appeal to the Privy Council from a decision of the Chief Justice delivered in the *Tung Woong Shin v. Lai Chi Chai* dispute.

Mr. Alabaster, on behalf of the respondent, read a preliminary objection on the ground that the application was "out of time." The rules were peremptory clear. The time had expired yesterday.

The Chief Justice said he could not allow the objection in accordance with a new decision of the Court with regard to the question.

Mr. Alabaster said, he knew that that was done for the convenience of the Court, but his Lordship had no power to alter the rules of the Privy Council.

The Chief Justice, having also read the preliminary objection, yesterday's judgment, and Mr. Alabaster's address, said that he was of opinion that the application was not allowed.

The *Warren* was sent to Mindoro yesterday morning with 120 soldiers who will with the hatches continually day and night. It is thought the *Warren* will be able to fire at the cave in a afternoon and continue on her voyage to Manila leaving the 120 Company of soldiers to be transported to Luzon by night. The *Warren* and *Panama* will be sailing tonight for Manila respectively. (Continued on page 5.)

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JERVOIS STREET FATAL COLLAPSE.

INQUIRY: IT'S AFTERNOON.

At the Magistrate's this afternoon, the inquiry before Mr. J. R. Wood and a jury (consisting of Messrs. P. Holm, E. L. Hughes and F. Rapp) was continued concerning the deaths of seven people who met their deaths in the collapse of the house, Nos. 93 and 100, Jervois Street, on September 14th. Inspector Goulay appeared for the Police.

One of the partners in the house in which the fatal originally occurred before the collapse, said that on the night of the fire a servant boy came to his private house and told him about the fire. He went there at once but by that time the house had collapsed. He had been in the premises for ten years. The place was lighted by gas.

A foki from the neighbouring shop said he was asleep when he heard cries of "fire" in the street and he immediately went out. He heard no explosion. There was no fire in his own house then.

Another neighbour, the master of a shop, No. 95, said he was awakened up shortly after two o'clock by the noise of a case (furniture) falling down. Then he saw that there was fire in the next house, and he told his foki to run. He heard no sound of an explosion. He did not know what caused the case to fall down, it was placed on top of another one.

Another shopkeeper declared that he was awakened by a loud noise and on looking out of the window he told his foki that there were some houses collapsing. After the fall fire broke out.

A Chinese looking declared that while on duty in Queen's Road on the night of the fire he heard a very loud sound like a gun. He ran in the direction and saw that No. 100 was on fire. He went to help in the rescue of the people in the other houses.

P. C. MacLaren stated that he was on duty in Queen's Road near No. 5 Police Station when he heard a report like that of a big gun. On looking round he saw the reflection of fire in the direction of Bonham Street. He warned the station watchman and after the fireball had been long he went down to No. 100, Jervois Street and saw that the back had collapsed.

P. C. Hed, a gaid evidence about seeing the fire, and warning the brigade and finding all three houses burning when he arrived on the scene.

Sergeant Garrod stated that after the fire he saw all of the debris turned over. He found one kerosene tin burst, one kerosene lamp and 13 small cartridges. Next day he found another kerosene tin and a small basketful of Chinese crackers, also five pieces of gas pipe.

Inspector Goulay was the next witness. He stated that on the night in question he was in his quarters at No. 85 Station, Canal Road. He awoke and saw a reflection of fire on going down he found all three houses burning, and that the walls and party walls of 93 and 100 had fallen. He had examined the party wall of 102 and could see no sign of an explosion. If there had been an explosion, he said the walls of all three houses would have fallen. If the wall gave way at once it would make a noise like an explosion in the distance. In his opinion there was no explosion.

T. W. Terry of the Gas Company gave it as his opinion that there had been no gas explosion as the pipes would have twisted in that case, whereas they had simply been crushed.

James Hoich said that on the day before the fire he was engaged in shoring up No. 100, Jervois Street. The party wall of 93 and 100 was in a very bad condition and might possibly have come down itself.

This concluded the evidence.

After hearing his Worship the jury found that the death of six of the men was due to asphyxiation and the death of the seventh was undetermined and that the collapse preceded the fire which brought down the adjoining buildings.

U. S. FLUET IN HONGKONG.

ARRIVAL OF AMERICAN SQUADRON.

Shortly after noon yesterday of the American Asiatic Fleet consisting of the *New York* (flag ship), *Albatross*, *Albatross*, *Bainbridge*, *Berry*, *Canby*, *Dale*, *Down*, *Pompey*, arrived in port. The squadron is under the command of Rear Admiral Hubbard, Commander-in-Chief. The customs' salaries were exchanged between the U. S. fleet and the

Intimations.

The two readings of cigarettes with opium are rampant yet another share of the evil which is rampant especially in the streets of Bombay. Lala Shah, who had it intemperate and bold and means of obtaining temporary relief from the pressures and pains attendant on life.

RAUB GOLD MINING CO.

The following is the result of crushing operations at Raub for the four weeks ending September:

Total tons crushed 4,850.
Total gold obtained 686 ounces.

A dispute as to whether a cargo of rice, be-
and unshelled and paddy, should be considered
mixed cargo was taken to the court, and decid-
ed in favour of the brokers.

The Supreme Court in reversing the deci-
sion made no attempt to decide whether the
cargo was mixed or not, but based its decision
written by Associate Justice Johnston on the
common practice among ship brokers in
Hong Kong-Singapore.

Justice Mowat concurred in the decision
though he based his conclusions upon the
factual character of the contract between the
parties to the suit.

Wednesday 31st October.
Theatre Royal, "Nicola," 8 p.m.

Saturday, 10th October.
Vaudey Entertainment, City Hall "
ford" Roller Rink.

Telephone No. 235
 NEW YORK 16th September, 1944

Wong Road Central,
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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

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"EMPRESS LINE"

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 11 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

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From Hongkong.	From Quebec.
"EMPRESS OF JAPAN"	"EMPRESS OF IRELAND"
SATURDAY, OCT. 8TH.	FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA"	"ALLAN LINE"
SATURDAY, OCT. 29TH.	FRIDAY, NOV. 25TH.
"MONTEAGLE"
TUESDAY, NOV. 2TH.
.....
"EMPRESS OF INDIA"	From St. John.
SATURDAY, NOV. 10TH.	"EMPRESS OF BRITAIN"
"EMPRESS OF JAPAN"	FRIDAY, DEC. 16TH.
SATURDAY, DEC. 17TH.	"ALLAN LINE"
"EMPRESS OF CHINA"	FRIDAY, JAN. 13TH.
SATURDAY, JAN. 14TH.	"ALLAN LINE"
SATURDAY, FEB. 10TH.	FRIDAY, FEB. 10TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle"

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 30 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Maine and Bertha in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 71.10/-

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Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

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Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

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For Steamship On

MANILA	"YUENSANG"	FRIDAY, 23rd Sept., 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 30th Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	TUESDAY, 4th Oct., Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Kaitang, Namany, and Pookang* leave about every 3 weeks for Shanghai, and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

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General Managers.

Telephone No. 215,

Hongkong, 20th September, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To SAIL
ILOILO & CEBU	"KAIPO"	21st Sept., 4 P.M.
SHANGHAI	"CHIHUA"	22nd " 4 P.M.
SHANGHAI	"ANHUI"	25th " Daylight.
CHEFOO & TIENTSIN	"KUEIHOW"	25th " Daylight.
MANILA	"TEAN"	27th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRA- LIAN PORTS	"OHANOSHA"	30th " 4 P.M.
CHEFOO & NEWCHOW	"YANOHANG"	1st Oct., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

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MANILA, TWIN-SREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

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with excellent passenger accommodation, Electric Light throughout and Electric Fans in the staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Manly Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

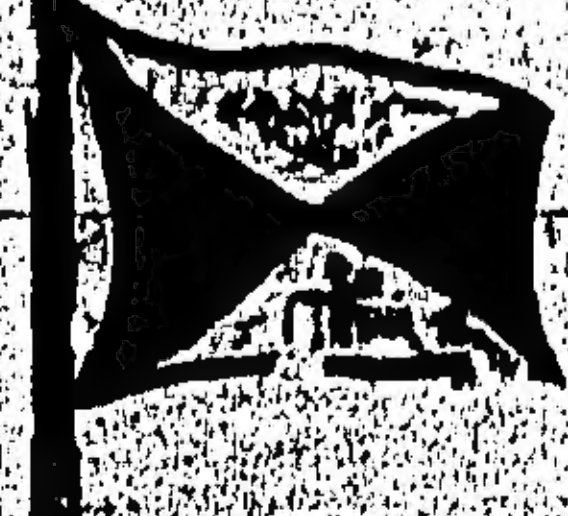
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HONGKONG—MANILA.

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Steamship	Tons	Captain	For	Sailing Date
ROBI	2,540	R. Rogers	MANILA	SATURDAY, 24th Sept., 11 Noon.
SAVING	2,540	A. Fraser	MANILA	SATURDAY, 1st Oct., 11 Noon.

SHEWAN TOMES & CO.

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THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

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For	Steamers	Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKO- HAMA	"PAMAMA MARU"	6,059	WED'DAY, 21st Sept., at Noon.
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKO- HAMA	"SEATTLE MARU"	6,182	WED'DAY, 5th Oct., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express consignment.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOI and FOOSHOW	"CHOJUN MARU"	WEDNESDAY, 21st Sept., at Noon.
TAMSI via SWATOW and AMOI	"JOJUN MARU"	SUNDAY, 25th Sept., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJUN MARU" and "JOJUN MARU"—

First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th September, 1910.

S. HIROI, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KITANO MARU, Capt. V. E. Gope, Tons 9,900 YU MARU, Capt. K. Takai, Tons 7,320 HIRANO MARU, Capt. H. Fraser, Tons 9,900	WED'DAY, 28th Sept., at Daylight. WEDNESDAY, 12th Oct., at Daylight. WEDNESDAY, 16th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU, Capt. J. Nagai, Tons 7,000	SATURDAY, 8th Oct. From KOBE.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	INABA MARU, Capt. K. Kawa, Tons 7,000 TAMBA MARU, Capt. K. Sato, Tons 6,320	TUESDAY, 11th Oct., at Noon. TUESDAY, 18th Nov., at Noon.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWAT MARU, Capt. T. Sakino, Tons 5,500 HIKOKU MARU, Capt. M. Yagi, Tons 6,300	FRIDAY, 10th Sept., Noon. FRIDAY, 11th Oct., at Noon.
SINGAPORE, COLOMBO & BOMBAY	TONA MARU, Capt. V. Nomura, Tons 7,000	SATURDAY, 21st September.
SHANGHAI, MOJI & KOBE	BOMBAY MARU, Capt. T. Tanaka, Tons 5,500	THURSDAY, 9th September.
NAGASAKI, KOBE and YOKOHAMA	HIKOKU MARU, Capt. M. Yagi, Tons 6,300	WEDNESDAY, 28th Sept., at Noon.
KOBE and YOKOHAMA	TANGO MARU, Capt. A. Christensen, Tons 8,300	THURSDAY, 2nd Sept., at 5 P.M.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE.
MIYAKI MARU	9,000	15th Feb.	To London, per New Steamer
KITANO	9,000	1st March	1st class Single
IYO	7,000	15th "	Return
HIKOKU	9,000	29th "	" " 2nd class Single
TAKO	8,000	12th April	" " Return
KAMO	9,000	26th "	" " Old Steamer 1st class Single
AKI	7,000	10th May	" " Return
MIYAKI	9,000	24th "	" " 2nd class Single
MIYAKI	9,000	24th "	" " Return

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE.
AWA MARU	7,000	26th Feb.	To Pacific Coast Common Points
INABA	7,000	26th March	1st class Single
TAMBA	7,000	15th April	" " Return
AWA	7,000	29th May	To London via New York
AWA	7,000	29th May	1st class Single
AWA	7,000	29th May	Return

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Adams

Steamers between Nagasaki and Yokohama, 1st and 2nd class through passengers have the

option of travelling by Rail.

From Hongkong, direct to Marseilles, days in Kobe's days and to Yokohama & days.

For further information as to Freight, Passages, Sailings, etc., apply to

T. KUBOMOTO,

Agent.

Hongkong, 19th September, 1910.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
"TRAITS, OCEAN, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, SUEZ, COLON AND
LONDON."

Through Bills of Lading issued for BATAVI,
PERMAN GULF, CONTINENTAL, AFRICA,
and SOUTH AFRICAN PORTS.

THE Steamship

"DELHI"

Captain G. W. Gordon, R.N.R., carrying His

Majesty's mails, will be despatched from the

Peninsular and Oriental Steam Navigation Co.'s

Steamship "DELHI" on SATURDAY, the 1st

October, 1910, at Noon, taking Passengers and

Cargo for the above Ports, in connection with

the Company's 88 "CLIPS" 2,911 tons, from

Colombo, Passengers' accommodation in which

vessel is secured before departure from Hong-

kong.

Silk and Valuables, all Cargo for France

and Tea for London (under arrangement)

will be transhipped at Colombo into the

Mail steamer proceeding direct to Marseilles

and London, other Cargo for London &c. will

be conveyed via Bombay by the R.M.S. "E. 971,"

due in London on 12th November 1910.

Parcels will be received at the Office until

4 P.M. the day before sailing. The Consignee

and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 19th September, 1910.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR"

Captain S. H. Balton, will be despatched from

the above ports on FRIDAY, the 23rd instant,

at Noon.

This Steamer has Superior Accommodation

for Passengers, is installed throughout with

Electric Light and carries a duly certified

Doctor.

Return tickets are available by the Indo-

China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 19th September, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United

States of America and Canada, and also

to the principal ports in Mexico, and

Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, VANCOUVER AND SEATTLE

via

SHANGHAI, MOJI, KOBE AND

YOKOHAMA.

Steamer	Tons	Captain	Onward
Guelic	6,232	F. S. Cowley	19th Sept.
Kamela	6,219	G. B. McGill	20th Oct.
Argonia	4,303	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient

indemnitee offered.

These steamers are specially fitted for the

carriage of Arctic Storage passengers.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further information, apply to

DAVID SASSOON & CO., LIMITED,

General Agents.

Hongkong, 19th September, 1910.

Shipping—Steamers.

Consignee.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo, by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

Hotels.

VIENNA CAFE COMPANY (1910)
LIMITED (RE-CONSTRUCTED),
QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.A FIRST CLASS RESTAURANT
(TABLE D'HOTE OR A LA CARTE)

Afternoon Teas, Ices, Light Refreshments.
Specially selected Brands of Wines, Spirits, Beers, etc.
An extensive modern Bakery.
A French Chef.

Hongkong and July, 1910.

(49)

BELLE VIEW HOTEL,

Telephone No. 907.

The magnificent band of the Royal Engineers will perform at the
above Hotel on Wednesday night, the 21st instant, commencing at
7 p.m. to midnight.

All cordially invited.

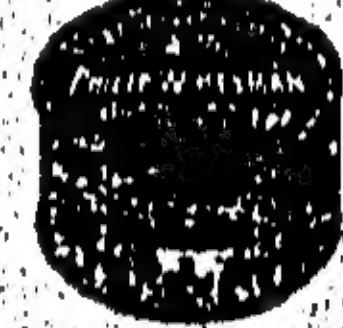
W. GALLAGHER,
Manager.

Hongkong, 20th September, 1910.

(50)

Entertainments

Denmarks Pride



HEYMANS BUTTER

SIEMSEN & CO. Sole Agents.

49

NEW SHOP
JUST OPENED!!

DO NOT MISS LOOKING AT
OUR WONDERFUL SELEC-
TIONS OF
RARE JEWELS,
&c., &c., &c.

MOHIDEEN &
CO.

Dealers in
CEYLON PRECIOUS
STONES, &c.,
88 & 40, QUEEN'S ROAD
CENTRAL.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the
rate of Subscription to the *Hongkong
Telegraph* (daily and weekly issues) will be as
follows:-

DAILY—\$5 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per annum, pro-
portional. Subscriptions for any period less
than one month will be charged as for a full
month.
The daily issue is delivered free when the
address is accessible to messenger. Post
subscribers can have their copies delivered
at their residences without any extra charge.
On copies sent by post an additional \$1.50
per quarter is charged for postage.
The postage on the weekly issue to any part
of the world is 30 cents per quarter.
Single Copies: Daily, 10c; Weekly, 20c.
Twenty-five cents (for cash only).
(PAID IN ADVANCE)
There will be no return to Missionary
subscribers at heretofore.
By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 20th September, 1910.

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE

WEEK DAYS
7:00 a.m. to 10:00 a.m. Every 10 minutes.
10:00 a.m. to 12:00 p.m. Every 15 minutes.
12:00 p.m. to 1:00 p.m. Every 15 minutes.
1:00 p.m. to 2:00 p.m. Every 15 minutes.
2:00 p.m. to 3:00 p.m. Every 15 minutes.
3:00 p.m. to 4:00 p.m. Every 15 minutes.
4:00 p.m. to 5:00 p.m. Every 15 minutes.
5:00 p.m. to 6:00 p.m. Every 15 minutes.
6:00 p.m. to 7:00 p.m. Every 15 minutes.
7:00 p.m. to 8:00 p.m. Every 15 minutes.
8:00 p.m. to 9:00 p.m. Every 15 minutes.
9:00 p.m. to 10:00 p.m. Every 15 minutes.
10:00 p.m. to 11:00 p.m. Every 15 minutes.
11:00 p.m. to 12:00 a.m. Every 15 minutes.

NIGHT CARS
4:45 p.m. and 9 p.m. to 11:15 p.m.
every half hour.

SUNDAYS
8:00 a.m. to 9:00 a.m. Every 15 minutes.
9:00 a.m. to 10:00 a.m. Every 15 minutes.
10:00 a.m. to 11:00 a.m. Every 15 minutes.
11:00 a.m. to 12:00 p.m. Every 15 minutes.
12:00 p.m. to 1:00 p.m. Every 15 minutes.
1:00 p.m. to 2:00 p.m. Every 15 minutes.
2:00 p.m. to 3:00 p.m. Every 15 minutes.
3:00 p.m. to 4:00 p.m. Every 15 minutes.
4:00 p.m. to 5:00 p.m. Every 15 minutes.
5:00 p.m. to 6:00 p.m. Every 15 minutes.
6:00 p.m. to 7:00 p.m. Every 15 minutes.
7:00 p.m. to 8:00 p.m. Every 15 minutes.
8:00 p.m. to 9:00 p.m. Every 15 minutes.
9:00 p.m. to 10:00 p.m. Every 15 minutes.
10:00 p.m. to 11:00 p.m. Every 15 minutes.
11:00 p.m. to 12:00 a.m. Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAYS
Extra cars at 1:15 p.m., 11:30 p.m. and
11:45 p.m.

SPECIAL CARS by Arrangement of the
Company's Office, ALEXANDER BUILDING,
On Victoria Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Telephone No. 4012, 4013, 4014.

LI KWONG LOONG & CO.,
FURNITURE WAREHOUSE

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FURNITURE WAREHOUSE

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FURNITURE WAREHOUSE

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FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,
FURNITURE WAREHOUSE

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE NET DIVIDEND QUOTATION (BASED ON LAST TRADING).	CLOSING QUOTATIONS.
				RESERVE	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	110,000	\$12	\$125	\$1,500,000 \$15,00,000 \$50,000	\$2,019.30	\$2 for first half year ending 30.6.10 @ ex 1/8 - \$11.45	5 %	\$911 sellers \$8710 ex div.
National Bank of China, Limited	99,925	£7	£6	\$4,000 \$8,000	\$30,358	\$2 (London 1/5) for 1908	...	\$98 buyers
MARINE INSURANCES.								
Ganton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$15,000 \$10,000	none	\$10 for 1908	6 %	\$190
North China Insurance Company, Limited	10,000	£15	£5	Tls. 235,000 Tls. 235,000 Tls. 140,180	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$10,000 \$10,000	\$27,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	6 %	\$100 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$10,000 \$10,000	\$7,767	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$205
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$50	\$1,000,000 \$10,000 \$10,000	\$4,840	\$6 and bonus \$2 for 1908	7 %	\$110 sellers
Hongkong Fire Insurance Com. any, Limited	8,000	\$250	\$50	\$1,000,000 \$10,000 \$10,000	\$4,840	\$27 for 1908	8 %	\$355 buyers
SHIPPING.								
China and Malacca Steamship Company, Limited	30,000	\$25	\$25	\$1,500,000 \$15,000 \$15,000	Dr. \$3,777	\$12 for 1908	...	\$100 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$10,000 \$10,000	...	\$2 for year ending 30.6.1908	...	\$24 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,500,000 \$15,000 \$15,000	\$22,766	Dividend of \$1 1/2 for 30.6.10	5 %	\$32
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. Do. (Deferred)	60,000 60,000	£5 £5	£5 £5	£118,100 £118,100 £118,100	£1,337.82	\$6/- for 1907 on Preference shares only @ ex 1/9 11/10 = \$3.156	...	\$60 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£1,000,000 £1,000,000 £1,000,000	£102,094	3rd. in. of 2/- per sh. (coup. No. 12) making in all 4/- for 08 & interim of 1/- for ac. '09	5 %	\$5/- sellers
"Star" Ferry Company, Limited	10,000 10,000	\$10 \$10	\$5 \$5	\$1,000,000 \$1,000,000 \$1,000,000	\$1,159	A dividend of 7 % for yr. ending 30.4.1910 (A bonus of 5 %)	6 %	\$24 sellers \$10
REVENUES.								
China Sugar Refining Company, Limited	30,000	\$100	\$100	\$1,000,000 \$10,000 \$10,000	Dr. \$7,090	\$10 per share for 1909	6 %	\$155 ex div.
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$10,000 \$10,000	Dr. \$135,893	\$3 for 1897	...	\$35 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000 £1,000,000 £1,000,000	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	9 %	Tls. 16
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	...	Pa. 12
Ramb Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	£1 £1	£1,000,000 £1,000,000 £1,000,000	none	\$2 per share 13th dividend Final of Gold \$0.65 for 1909 in all G \$1.15	5 %	\$76 sellers \$70
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	\$1.75 for year ending 31.12.08	...	\$98 sellers
DOCKS, WHARVES & GODOWNS.								
Feawick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,500,000 \$15,000 \$15,000	Dr. \$8,460	\$2 for 1909	41 %	\$54 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$1,000,000 \$10,000 \$10,000	\$204,847	\$2 for 1909	...	\$50
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$10,000 \$10,000	\$138,765	No dividend paid this year	...	Tls. 76
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 55,700 Tls. 55,700 Tls. 55,700	Tls. 6,261	Final of Tls. 3 making Tls. 6 in all for '9/0	6 1/2 %	Tls. 116
Shanghai and Hongkong Wharf Company, Limited	50,000	Tls. 100	Tls. 100	Tls. 50,000 Tls. 50,000 Tls. 50,000	Tls. 9,322	Interim of Tls. 3 for 1910	7 %	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000 Tls. 25,000 Tls. 25,000	Tls. 4,314	Tls. 6 for year ending 30.6.09	13 1/2 %	Tls. 97 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000,000 \$10,000 \$10,000	\$24,041	\$1.30 on old and 60 cents on first new issue (\$2.00 on old shares and 1.30 on new shares)	8 %	\$160 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$10,000 \$10,000	\$1,377	for half year ending 31.12.09	5 %	\$75
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$10,000 \$10,000	\$27,874	Final of \$1 making \$7 for year and 11.1.09	7 %	\$101
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$10,000 \$10,000	\$1,472	45 cents for 1909	6 %	\$94 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$10,000 \$10,000	\$1,569	\$2 for 1909	8 1/2 %	\$52 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 78,000 Tls. 78,000 Tls. 78,000	Tls. 6,069	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$10,000 \$10,000	\$1,058	Final of \$1.80 making in all 3.80 per share for 1909	8 1/2 %	\$59 sellers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	30,000	Tls. 50	Tls. 50	Tls. 30,000 Tls. 30,000 Tls. 30,000	Tls. 20,991	Tls. 21 for year ending 31.10.09	8 1/2 %	Tls. 210
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$10,000 \$10,000	\$8,553	50 cents for year ending 31.7.08	10 %	\$44 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000 Tls. 175,000 Tls. 175,000	Tls. 4,872	Tls. 7 1/2 for year ending 30.9.09	12 %	Tls. 55
Loan-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 8,000 Tls. 8,000 Tls. 8,000	Tls. 4,859	Tls. 8 for 1909	7 %	Tls. 55
Soy Chee Cotton Spinning Company, Limited	3,000	Tls. 100	Tls. 100	Tls. 3,000 Tls. 3,000 Tls. 3,000	Tls. 31,172	Tls. 25 for 1909	10 %	Tls. 300
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$1,500 \$1,500	\$648	15 % per share for 1908	...	18 sellers
China-Borneo Company, Limited	60,000	\$10	\$10	\$1,000,000 \$10,000 \$10,000	none	60 cents for 1909	6 %	\$9 buyers
China Light and Power Company, Limited	50,000	\$5	\$5	\$1,000,000 \$10,000 \$10,000	\$10,412	60 cents for year ended 31.12.08	...	\$1.40 sellers
China Do. Do. Special shares	50,000	\$5	\$5	\$1,000,000 \$10,000 \$10,000	none	80 cents for 1909	9 %	\$8 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$10,000 \$10,000	\$1,000	\$1.20 for year ending 31.7.09	6 1/2 %	\$19
Dairy Farm Company, Limited	40,000	7/6	7/6	\$1,000,000 \$10,000 \$10,000	\$1,593	Final of 40 cents making in all 75 cents per share for 1909	10 %	\$4.70 ex div.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$10,000 \$10,000	\$1,390	14 per cent. viz. \$1.40 for 1909	13 %	\$74 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$10,000 \$10,000	\$670	A dividend of \$1.50 per share and a bonus of 10 cents.	6 %	\$11 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$10,000 \$10,000	\$11,798	Final of \$8 for 1909	6 %	\$15 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$10,000 \$10,000	\$3,176	Final of \$1 making in all \$2 for 1909	9 %	\$11 sellers
Hongkong Rowe Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$10,000 \$10,000	Tls. 62,700	Interim dividend of Tls. 12 1/2 15th March	5 %	Tls. 1,200's
Manchukang Co. Ltd. (as Landowner) plantations in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 62,700 Tls. 62,700 Tls. 62,700	Tls. 106,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.6.10	5 1/2 %	\$131 sellers \$131 sellers \$10 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$10,000 \$10,000	\$3,014	None	...	Tls. 140
Peak Tramway Company (new)	50,000	\$10	\$10	\$1,000,000 \$10,000 \$10,000	Pa. 18,610	First year	...	\$29 sellers
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$10,000 \$10,000	none	None	...	\$200 Hong currency
Shanghai-Sumai Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 20,000 Tls. 20,000 Tls. 20,000	Tls. 5,350	No dividend this year	...	\$25 sellers
Societe des Papiers et Papeteries de Tonkin	13,300 Benefit shares 1,800	Halpung Monnaie	85/- Currency	none none none	none none none	First year	...	\$200 Hong currency
South China Morning Post, Limited	6,000	\$125	\$25	\$1,000,000 \$10,000 \$10,000	Dr. \$21,090	None	...	\$25 sellers
Steam Laundry Company, Limited	20,000	\$25	\$25	\$1,000,000 \$10,000 \$10,000	\$27,860	10 % for year ending 31st May 1910	11 1/2 %	\$55 sellers
Union Waterboat Company, Limited	30,000	\$10	\$10	\$1,000,000 \$10,000 \$10,000	none	60 cents for year ending 31.12.08	8 %	\$9 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,000,000 \$10,000 \$10,000	\$342	60 cents per ord. share for year ending 31.5.09	5 %	\$121 sellers
Yekins Limited	10,000	\$10	\$10	none	\$1,241	55 cents for 1909	11 %	\$9
Yasson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$10,000 \$10,000	\$2,613	5 % for 1909	...	\$20
Yilliam Powell, Limited	15,000	\$7	\$7	none	\$722	None	...	\$14 buyers